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Safety

AIRCRAFT FUEL TANK RESCUE TEAM

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive 91-1, Nuclear Weapons and Systems Surety. This publication establishes aircraft fuel tank rescue team procedures and applies to all confined space aircraft fuel tank entries on Andrews AFB, MD. It implements the intent of the Confined Space Program.

1. General. The following procedures are established should an entrant become trapped or incapacitated while inside an aircraft fuel tank. Entry authority and their designated alternates will ensure all personnel are thoroughly briefed on this procedure.

2. Rescue Team. A group of three or more specially trained employees who are designated to rescue from confined area fuel tanks.

2.1. Rescue Team composition:

2.1.1. Attendant: A 2A6X4 person completely trained IAW Technical Order (TO) 1-1-3 to enter aircraft fuel tanks and rescue procedures.

2.1.2. Runner: A designated individual trained to provide emergency response actions as required.

2.1.3. Entrant: Any qualified and trained individual with a purpose to enter a fuel tank.

2.2. Procedures:

WARNING: Immediately Dangerous to Life and Health (IDLH) entry for rescue purpose only may be authorized by an entry authority, after the reason for IDLH has been determined and all possible actions and precautions have been taken and are in place to eliminate the IDLH condition. This is to prevent injury to any additional entrants entering as a rescue effort.

2.3. Attendant will:

2.3.1. Alert the *runner* that a problem exists and to stand by for instructions.

WARNING: DO NOT ATTEMPT RESCUE without a runner present.

2.3.2. Ensure that the *entrant* is wearing a respirator. If not, the *attendant* will don a respirator and enter the tank as needed and put a respirator on the *entrant* and exit the tank. During this action the *runner* will assume the position of *attendant*. NOTE: The third person/runner assuming the position of attendant, UNDER NO CIRCUMSTANCE, will ever enter the fuel tank. This specifically applies to non-2A6X4 personnel used as runners.

2.3.3. Ensure entrant has a constant flow of fresh air blowing into the tank.

WARNING: Extreme caution should be exercised when removing any components that may cause a fuel spill.

2.3.4. Evaluate the situation. Entangled *entrants* may be able to remove a component and exit the tank. All situations must be dealt with in a safe, calm, and rational manner.

2.3.5. If the *entrant* cannot remove himself or herself, the *attendant* will inform the *runner* of the situation and get help.

NOTE:

DO NOT ATTEMPT RESCUE without a runner present.

2.4. Runner will:

2.4.1. Notify emergency help channels through the fastest, most verifiable method possible.

2.4.1.1. Radio to MACC.

2.4.1.2. Hotline to MACC.

2.4.1.3. Use phone to call emergency response.

2.4.1.3.1. When using on-base phone dial 911.

2.4.1.3.2. When using off-base phone dial 981-9911.

2.4.1.4. Regular phone to MACC.

2.4.1.5. Pull fire alarm in building.

2.4.2. Give the following information:

- Name and that you have an emergency
- Aircraft tail number
- Location
- Describe emergency

2.4.3. Inform *attendant* that contact was made and help is on the way.

WARNING: DO NOT ATTEMPT RESCUE without a runner present.

2.4.3.1. If additional personnel are available, the original attendant may attempt rescue with the new person acting as attendant.

WARNING: Extreme caution should be exercised when removing any manifolds that may cause a fuel spill

NOTE:

THE FIRE DEPARTMENT AND FUEL SYSTEM PERSONNEL ARE THE ONLY AUTHORIZED AGENCIES IN THE AREA. The medical personnel will enter only when called.

2.4.4. Runner: If in a hangar, open a door so that the emergency response personnel will have access to hangar area. Position the personnel static discharge plate/sign (located inside the hangar at aft end of aircraft) at the 50 feet boundary line and wait for fire department personnel. This establishes an entry control point for the fire department personnel to discharge static electricity build up prior to entering the area. Brief the senior fire officer/chief on the present situation. Give the following information:

2.4.4.1. If the tank is safe to enter.

2.4.4.2. What actions the fuel system personnel have taken and what they are doing now.

2.4.4.3. Brief on the usage of equipment; no canvas or asbestos fire suits, matches, lighters, jewelry or non-intrinsically safe radios.

NOTE:

All intrinsically safe radios must possess a sticker showing date of inspection.

2.5. Senior Fire Official will relieve *runner* of area control and assume responsibility, ensuring all non- authorized personnel stay beyond entry control point and clear of all rescue efforts.

2.6. Runner will report back to tank entrance and assume attendant responsibility for the rescue attempt.

2.7. Attendant will don a respirator and attempt initial rescue effort.

NOTE:

Entrapped, entangled, or unconscious entrants may require more than one rescuer to enter the tank. In this event any fuel system personnel will become initial rescue entrants and fire department personnel will assume attendant duties.

2.8. Fire Department will monitor all actions and prepare to enter the tank to aid in rescue operations.

2.9. Emergency Response Medical personnel will stand by at the edge of the 50-foot boundary and give medical treatment as required. They will not enter the area unless instructed to do so.

2.10. Security personnel, when requested, will control foot and vehicular traffic in and around the area.

2.11. Non-Emergency Base Agencies: At no time will other agencies be authorized into the area during the rescue attempts, i.e., base safety, bioenvironmental, squadron/group PI offices or any quality control agency. All requests for information must wait until after the rescue has been completed to ensure no rescue delay.

3. Evacuation Exercises: Due to the real world danger to those involved in annual exercises, all evaluators must obtain approval from the aircraft fuel system section chief or designated representative at least 3 hours prior to the exercise. The section chief or his/her representative will brief all evaluators on position and requirements.

4. Coordinating Personnel: The above procedures must be coordinated by the following agencies IAW TO 1-1-3:

- Installation Medical Services
- Fire Department
- Base Safety
- Bioenvironmental Services

5. Training: Non-2A6X4 personnel assigned to runner duties will receive additional attendant position training. Training requirements will be determined by bioenvironmental and fuels section chief or designated representative and will be addressed on the annual Master Confine Space permit. Refer to paragraph [2.3.2.](#)

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